

### **LISTING OF CLAIMS**

This listing of claims replaces all prior versions and listings of claims in the patent application.

Claim 1 (currently amended): A lead air control apparatus of a stratified scavenging two-cycle engine, the stratified scavenging two-cycle engine comprising: a carburetor connected to an air cleaner and having a throttle valve; an insulator inserted between the carburetor and a cylinder for a purpose of insulating heat; and an intake passage formed in the insulator and connecting between an intake port provided in the cylinder and the carburetor, ~~characterized in that~~ wherein

the apparatus comprises:

a pair of first air passages formed in the insulator, and respectively connected to a pair of scavenging ports provided in the cylinder;

a pair of second air passages respectively connecting between the air cleaner and the respective first air passages, and arranged in an approximately parallel state; and

air control valves provided in the respective second air passages, and controlling an air amount of a lead air for scavenging.

Claim 2 (currently amended): The lead air control apparatus of the stratified scavenging two-cycle engine according to claim 1, ~~characterized in that~~ wherein

the air control valves are provided near the air cleaner or are integrally formed with the air cleaner;

the respective second air passages are provided with connection members respectively connected to the first air passages; and

an inner peripheral wall from each of the first air passages to each of the second air passages is formed smoothly and continuously along a length direction of the air passages.

Claim 3 (currently amended): The lead air control apparatus of the stratified scavenging two-cycle engine according to claim 2, ~~characterized in that~~ wherein a connection portion in an end portion of each of the connection members is formed such that a change of an internal diameter cross sectional area between the connection portion and a connected portion is small.

Claim 4 (currently amended): The lead air control apparatus of the stratified scavenging two-cycle engine according to claim 2 or 3, ~~characterized in that~~ wherein each of the connection members has a flexibility.

Claim 5 (currently amended): The lead air control apparatus of the stratified scavenging two-cycle engine according to any one of claims 1 to 3, ~~characterized in that~~ wherein the respective first air passages are arranged so as to be approximately parallel to each other, and each of the first air passages is formed as an approximately linear air passage.

Claim 6 (currently amended): The lead air control apparatus of the stratified scavenging two-cycle engine according to any one of claims 1 to 3, ~~characterized in that~~ wherein the respective first air passages have air flow paths formed within the cylinder; and

the pair of air flow paths and the pair of scavenging ports are arranged so as to be connectable on a same plane.

Claim 7 (currently amended): The lead air control apparatus of the stratified scavenging two-cycle engine according to claim 4, ~~characterized in that~~ wherein the respective first air passages are arranged so as to be approximately parallel to each other, and each of the first air passages is formed as an approximately linear air passage.

Claim 8 (currently amended): The lead air control apparatus of the stratified scavenging two-cycle engine according to claim 4, ~~characterized in that~~ wherein the respective first air passages have air flow paths formed within the cylinder; and

the pair of air flow paths and the pair of scavenging ports are arranged so as to be connectable on a same plane.

Claim 9 (currently amended): The lead air control apparatus of the stratified scavenging two-cycle engine according to claim 5, ~~characterized in that~~ wherein the respective first air passages have air flow paths formed within the cylinder; and

the pair of air flow paths and the pair of scavenging ports are arranged so as to be connectable on a same plane.

Claim 10 (currently amended): The lead air control apparatus of the stratified scavenging two-cycle engine according to claim 7, ~~characterized in that~~ wherein the respective first air passages have air flow paths formed within the cylinder; and

the pair of air flow paths and the pair of scavenging ports are arranged so as to be connectable on a same plane.